

City of Wichita, Kansas

Americans with Disabilities Act Transition Plan

Cessna Park West

5701 East Kinkaid

July 2005



Prepared by

DMCG

Disability Management Consulting Group L.L.C.

2801 Jonquil Place
Columbia, MO 65202

In conjunction with

The Great Plains ADA & IT Center and the City of Wichita Disability Advisory Board

City of Wichita – ADA/504 Transition Plan – Cessna Park West - July 2005

Legend: **Blue** font identifies hyperlinked documents – **Red** font indicates recommended changes to structures or policies

Locations		Structural Inconsistencies		Recommended Corrections/Modifications to Ensure Program Access		Criteria – L=low, M=medium, H=high			Supplemental Technical Information			Finalized Actions		
Location	Identified Issue	ADAAG Specifications	Recommended Correction			Priority (overall)	Public Access	Frequency - PWD	Photo #	Conceptual Costs	Support Information	Finalized Correction	Date to be Corrected	Date Completed (Include initial)
1. Parking	An adjacent access aisle does not exist at the designated accessible parking space, signage is located too low and van accessible signage does not exist.	4.1.2(5)(a) , (b) , 4.6	If parking spaces are provided for self-parking by employees or visitors, or both, then accessible spaces complying with 4.6 shall be provided in each such parking area in conformance with the table shown in (5)(a) . In addition, One in every eight accessible spaces, but not less than one, shall be served by an access aisle 96 in (2440 mm) wide minimum and shall be designated "van accessible." Three designated accessible parking spaces exist, but one does not provide an adjacent access aisle. Ensure that a marked access aisle exists adjacent to each designated accessible vehicle parking space, provide new upright signage so that it is 5-feet high to the lowest part of the sign, and provide van accessible signage.			H H	H	M	1	\$500	(See Accessible Parking Detail – Attachment A and Parking Technical Bulletin , for greater clarification).			
2. Curb ramp	The existing parking space is not accessible due to a curb ramp that protrudes into the access aisle. In addition, the curb ramp has drop-offs on each side and an abrupt change in level at the top of the ramp.	4.6 4.7 4.5.2	Access aisles, which are adjacent to accessible parking spaces, are required to be level along the access aisles length and width. The curb ramp would protrude into the access aisles, if it were marked, making the access aisle’s usability questionable. In addition, the existing curb ramp has drop-offs on each side, which may be hazardous for those using them; and an abrupt change in level at the top of the ramp. Remove the existing curb ramp and create a sidewalk cut, which is level with the parking lot, and has ramps that slope upward in two directions.			H H ®	H	M	1 2	\$800	Accessible Parking Detail Access Board – Parking Technical Bulletin Building Block 5 – Curb Ramps			

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5. Pedestrian Paths	The ramp, leading to the shelter, is too steep and does not provide handrails on each side.	4.8	The slope of the existing ramp is steeper than ADAAG's maximum of 8.33%, measuring over 15%. In addition, ADAAG specifies that accessible routes with running slopes greater than 5% provide handrails on each side. Create another fully accessible route to shelter or modify the existing route so that the running slope is 8.33% or less and has handrails on each side.	M ®	H	M	5 6	\$700	Ramp Detail			
6. Pedestrian Paths	The ramp, leading to the shelter, is too steep, does not provide handrails on each side, and has a steep cross slope.	4.8	The slope of the existing ramp is steeper than ADAAG's maximum of 8.33%, measuring over 15%. In addition, ADAAG specifies that accessible routes with running slopes greater than 5% provide handrails on each side. Create another fully accessible route to shelter or modify the existing route so that the running slope is 8.33% or less, has handrails on each side, and does not have a cross slope.	M ®	H	M	8 9	\$700	Ramp Detail			
7. Pedestrian Paths	An abrupt change in level exists at restrooms.	4.1.2 (2) 4.5.2	According to ADAAG, changes in level up to 1/4 in (6 mm) may be vertical and without edge treatment (see Fig. 7(c)). Changes in level between 1/4 in and 1/2 in (6 mm and 13 mm) shall be beveled with a slope no greater than 1:2 (see Fig. 7(d)). The existing abrupt change in level measures over 1-inch. Modify the path of travel to the restrooms so that no abrupt change in level exists beyond ¼-inch.	L ®	M	M	1 0	\$300	ADAAG			
8. Restrooms	The men's and women's restrooms do not provide Braille signage at the entrance doors.	4.1.3 (16) 4.30.4	ADAAG requires public restrooms to be designated with Braille, raised letters, and the symbol of accessibility, where restrooms are accessible. Provide ADAAG compliant signage at restroom entrances.	L	L	M	1 7	\$50	Signage Specifications for Permanent Rooms and Spaces			
9. Restrooms	The toilet stalls, in the men's and women's restrooms, are totally inaccessible due to numerous barriers.	4.23	Inconsistencies include, but are not limited to, very narrow stall, lack of rear grab bars, toilet paper dispenser in wrong location, water closet seats are too low at 16-inches, etc. Modify the restrooms to comply with ADAAG specifications, if it is technically feasible to do so.	M	L	M	1 4 2 0	\$3,000	Restroom Figures – Building Blocks			

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9. Restrooms	The urinal, in the men’s restroom, is located too high.	4.18	At least one urinal is required to be located so that the rim is a maximum of 17-inches high. Existing urinals have rims located at 24-inches high. Modify one urinal so that the rim is no higher than 17-inches.	L	H	M	13	\$100	See the Accessible Urinals figure for more details.			

Cessna Park West - Conceptual Cost Projections

Total	\$6,950
Year One (Very High)	\$1,300
Year Three (High)	\$0
Year Five (Medium)	\$4,400
Year Ten (Low)	\$1,250